

ABIE THE AGENT

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EVEN THE JANITOR BOOSTS HIS RIVAL, SPARKBAUM



DIFFICULTIES PASSING AWAY

Not So Hard Now to Get a Truck Driver as When Autos First Came In.

Motor truck troubles in the judgment of business men who are giving the problem close attention, decrease in proportion as drivers are obtained who understand the piloting and care of the cars.

Such drivers are far more numerous and far easier to get than they used to be, and with their increase is destined to pass a large proportion of the difficulties that attended the early days of the commercial vehicle.

Considering the youth of the motor truck industry the number of skilled pilots now available is little short of remarkable. It is not to be forgotten that a whole new race of drivers had to be developed. Early in the industry this lack of trained men presented the chief obstacle to the general adoption of trucks.

The men who understand street traffic and all its problems had been trained to the driving of the horse and were in many cases not friendly to the coming of a motor power that might have the effect of ridding them from their position. But to succeed there was a willingness to serve, the lack of a knowledge of the gasoline engine and the electric machine operated against the success of many a good man.

The automobile chauffeur did not offer the solution, for he had been trained to the handling of pleasure cars. His weakness for speed was a handicap. Moreover, he lacked the business knowledge which in many cases is essential for the kind of service the delivery man on the vehicle must render to his firm.

Gradually came an improvement, gradual but sure. A system of instruction was developed by many companies to see that their machines were getting the right kind of treatment.

The driver was watched to see whether he was getting the right mileage from his expenditure of fuel and tires; whether he avoided the serious faults of overloading or overdriving, and whether he was giving the kind of treatment that assures longevity.

A warning came from the fact that a man who was remiss in any of these points and in case his offenses continued, notice was served to the owner that it was in incompetent hands and that a change would benefit the valuable piece of rolling stock.

In actual practice this system did not work. Many a driver, owner or between driver and the company that sold the car. The drivers had made the discovery that their material situation was destined to be greatly improved by the transition from horse to power vehicles. They could make more money and make it in better hours and under more comfortable working conditions. So they strove to become efficient as quickly as possible and welcomed the assistance of the factory experts who could show them the way.

The cooperation steadily improved conditions. It also shifted the blame for occasional remissions of the machine. It was found that in the hands of the skilled driver a machine would bring results. Values were traced to the greed of the owner in abusing the machine by overdriving or overloading, or to the ignorance of the driver.

The crop of good drivers grows daily. The demand is producing the right kind of men.

WHAT BECOMES OF THE OLD AUTOS?

(Continued from previous page.)

machine is in the back yard of the warehouse. Prior to taking out the license for the Perrier, Mr. Krakauer had a Tribune, which he sold to Dr. L. M. Breck in 1908. The car was later sold to H. Williams by Mr. Breck. It was abandoned on the county road one afternoon by Mr. Williams and the engine removed.

W. N. Small took out the sixth automobile license. It was issued in August, 1907, for a Cadillac touring car. The machine was destroyed in a fire two years later.

Mrs. A. M. Loomis took out the seventh license, for a car which she sold in 1908.

The tenth license issued was to Col. W. J. Taylor, who later sold the car to W. H. Fenchler. It was a Geo. roadster.

There were 103 automobiles and motorcycles licensed during the year of 1907, the year the automobile licenses went into effect. Today there are more than 2000 automobiles and motorcycles registered in the county.

AUTO TOURISTS STRIKE

SNOW STORM IN MOUNTAINS

En route to Los Angeles, from Springfield, O., James E. Ellis, wife, two daughters and Mrs. W. L. Little, and daughter, passed through El Paso Friday morning in an Oldsmobile. Mr. Ellis and party are making the trip by way of the Southern National highway and the Borderland auto supply co.

In speaking of the trip Mr. Ellis said: "We have enjoyed the ride immensely and find the highways in very good condition, considering the fact that winter is here. About the only severe weather we encountered was the ride through the Mesquero Indian reservation. A snow storm in the mountains made the ride anything but pleasant. But we did not have any trouble with the machine. We carry a camping outfit and have eaten more than half of our meals in the open."

Finest assortment of Navajo Indian Blankets with 25 percent discount at Kline's old reliable Curio Store, 420 San Francisco St.—Advertisement.

Athy cloth-lined weather strip keeps out the cold. Rathbun-Mix Co.—Adv.

MOTORING IN THE MOUNTAINS

Southwestern Scenery Has Its Effect Upon a Bard at the Wheel.

Somewhere up in New York has evidently been motoring down here among the mountain scenery of New Mexico and Arizona, judging from the following poem in the New York Sun:

Ain't it great to be crazy when October's skies are blue,
And the motor's whir sets the heart astray,
As it holds to the roadway true?

The pines loom dark in the distant park
But the mauve and copper and gold
As the mountain sides unfold.

Ain't it great to be crazy when the sun gleams on the driven snow?
The spirit yields to the mountain's awe
And night comes clear and cold;
And we rush along with jest or song
While the winding miles are told.

Ain't it great to be crazy when the ranch house light shines clear
And the day is done and we've made
The road both warm and cheer?
The good wife puts the kettle on
The groaning board is spread
And with sizzling ham and raspberry jam
The fainting face is fed.

Ain't it great to be crazy when the room is cold and damp
And we hit the hay at the close of day
By the light of a smoking lamp?
And curl up tight in a little nest
And think of the day that's past,
And the things we've done, or haven't done,
And wonder how long 'twill last.

Ain't it great to be crazy and get up at half past six,
When it's cold as—well, I must not tell—
And pick a bunch of sticks
To feed the fire that warms the girls
As they struggle into their clothes
And curl.

Then run to fetch the hot water can,
The same as a regular hired man!

Ain't it great to be crazy as we climb the main divide
And the good car strains as it slowly gains
The peak to the further side?
And we rest for a moment above the clouds
With the world and its cares
And touch for a space that unseen place
Where our dreams and our visions are!

Ain't it great to be crazy, I ask you,
To follow your will over plain and hill?
If not, I pity you.
For I find you roam sometimes from home
With the crazy crew I like,
And be crazy too, you know
When you're off on a crazy hike.

HINTS TO AUTOISTS.

A piece of fine mesh wire cloth soldered on both sides of the copper asbestos gasket between the intake manifold and the carburetor not only serves more perfectly to vaporize the fuel spray, but it will prevent fire flashing back from the cylinders into the gasoline in and around the carburetor.

J. Ellwood Haynes has discovered an alloy metal that is not subject to corrosive action by the liquids of a storage battery. The use of such material for retaining boxes of storage batteries will allow the use of a space on top of the cells for catching the leakage so that it may run back into the cells and not be wasted nor deplete the battery.

"Over-sized tires" are one inch in wheel diameter, and three inches in wheel circumference, larger than those intended for the rim. This means that the speedometer will record that much less mileage and speed than when the usual size tires are used. A 21 inch tire will thus drop one mile in every 20, or, in other words, will only record 20 miles in traveling 21 miles.

Good electrical connections are important. Where the cables are composed of several fine wires to get flexibility without breakage, cut away the insulating material for one-half inch and crowd over it a one inch iron piece of small brass tubing having a flange just large enough easily to admit the wires, forcing the tube half an inch into the insulating material. Then, with a pair of round nose pliers, bend a loop in the half inch end that protrudes. The bending of the tube flattens it and binds the contained wires to make a permanent terminal that is better than any that can be made by soldering.

Pin hole punctures in inner tubes are hard to find without the aid of a pan of water. This is not usually at hand on the road, unless in the shape of a brook or a muddy ditch. A good way to find the hole is to roll the inflated tube slowly in a dusty rut, and watch for the dust to fly. Having thus located the hole approximately, a moistened finger should be passed slowly over the territory, when the jet of air coming from the hole can be plainly felt.

Undue wear of tires is often caused by using different sizes on one car. In other words, do not use an oversize tire on one wheel and a smaller size on the other.

RACE TO SAN DIEGO CERTAIN; PURSE OF \$25,000 TO BE UP

THE outlook for the running of the El Paso-San Diego road race now seems very encouraging. From the coast comes the news that the fair commission has raised a purse of \$25,000 for the winning car, and to this will be added the entry money which will amount to several thousands of dollars. According to the present plans the race will start from this city on the morning of March 26, and finish four days later, "Wilson day," at the San Diego exposition grounds.

M. L. Naquin, the local Velle agent, this week received a letter from F. A. Hartwell, a well known racing enthusiast of Phoenix, stating that the race would be run. Mr. Hartwell said that he had talked with the San Diego commissioners and they informed him that the purse of \$25,000 had been raised and the date of March 26-31 decided upon. They announced that they intend making a formal announcement of the completion of the plans for "the Cactus derby" within a few days.

There is much interest being taken in the race, especially among the motorists of Arizona. In his letter Mr. Hartwell said the mechanic who rode with Hugh Miller in the winning Pope-Hartford from El Paso last month is now making a trip over the road from Phoenix to San Diego on a motorcycle to learn the road. Mr. Miller announced his intention of entering his car and is already arranging for the race by sending his mechanic over the route.

Many Phoenix Entries.
Mr. Hartwell stated in his letter that there will be about 15 or 20 entries in the derby from Phoenix. He announces that he will drive in the event.

Robert H. Rinehart, referee of the recent Phoenix race, has been receiving many letters of inquiry during the past several days from motorists who desire to enter their machines in the race. Among those who have written to him are John Hetchum, who finished second in the Phoenix race, and Tom Brewer, who finished third. The Southwest Auto Sales company will put a Stutz in the race. Lew Gasser is contemplating entering the Stutz "Bear Cat," and M. L. Naquin will start a Velle. Many other well known road race drivers of the southwest will enter.

Maxwell Team to Enter.
The Buquet Motor Car company, local agents for the Maxwell car, announces its intention of entering a racing machine and is already negotiating with the factory for a special racing car. M. E. Wilson, manager of the Maxwell racing team, who has been at Los Angeles, wired the local agency several days ago about the race and announced that he had left for San Diego to confer with the fair commission. In event the race is run, the Maxwell team will be entered.

The San Diego commission has applied for and received a sanction from the American Automobile association for the race. Mr. Rinehart some days ago received word from the association that it would sanction the event.

TURKEY SHOOT.
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SPEEDWAY WILL RIVAL INDIANA'S

Detroit Club Organized to Support Project of Many Desirable Features.

Detroit, Mich., Dec. 5.—James R. Hayes, well known, as an amateur sportsman and better known as proprietor of the Park hotel at Hot Springs, the Wayne hotel and Wayne pavilion at Detroit since 1938, Park hotel at Sault Ste. Marie and proprietor of hotels at Sanford, Fla., and Rockledge, Fla., has accepted the presidency of the Speedway Country club of Detroit, organized to build in the City of the Straits a speedway rivaling Indianapolis in features and construction and a speedway constructed for the highest obtainable speed.

The Speedway Country club will construct a speedway of two and a half miles in circumference, within a few miles of Detroit's center and located along the water front. The speedway will be at least 100 feet in width, will have retaining walls outside and inside and will be safeguarded in every way. Seating capacity will be provided for 20,000 persons and two-thirds of the seats will be removable so that they may be arranged around the athletic grounds, the polo grounds or along the water front for aquatic sports.

The Concourse of Clubs, as this great lakes speedway will be known, will be the country home of many

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FIRESTONE SMASHES ANOTHER WORLD'S RECORD

300 Miles Without a Stop at an Average Speed of 85 1-2 Miles an Hour

THAT is the wonderful record of Barney Oldfield on Firestone Tires at the famous Corona, California, Race Thanksgiving Day.

It is by far the greatest no-stop record on any road or track in the history of motor car racing. Think of the terrific heat—nearly four solid hours of the relentless grinding at this tortuous speed. Twenty cars were in the race, but Oldfield was the only driver who did not stop for tire changes.

Firestone Tires

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DETROIT ORGANIZED TO SUPPORT PROJECT OF MANY DESIRABLE FEATURES.

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